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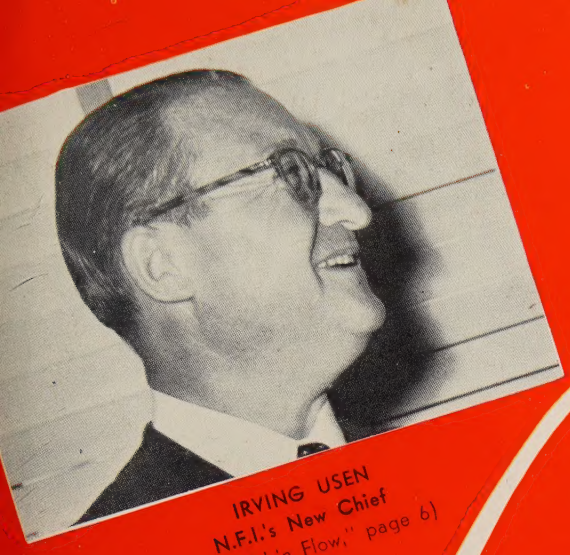

IRVING USEN
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(See "Ebb'n Flow," page 6)

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SMALL FRY FISH FRY

—Page 8

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NET PROFITS ON DARK NIGHTS

—Page 11

"FERDINAND"

—Page 13

PAN-AMERICAN fisherman

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Thru NATIONAL BANK OF WASHINGTON
Tacoma, Wash.

J. E. Hansen
PRES. SEC'Y. CASHIER

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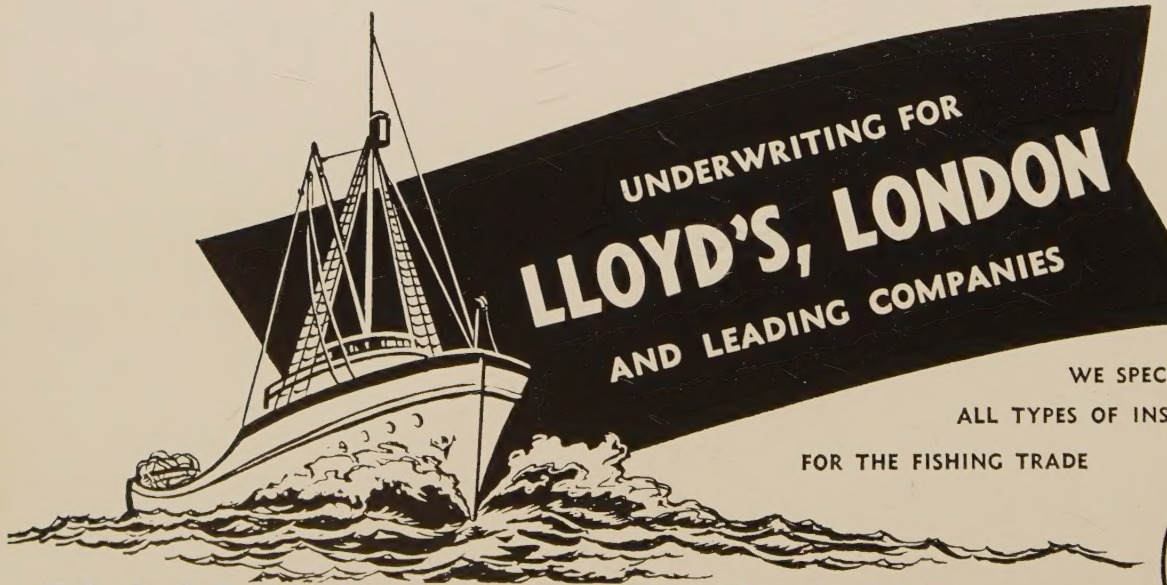

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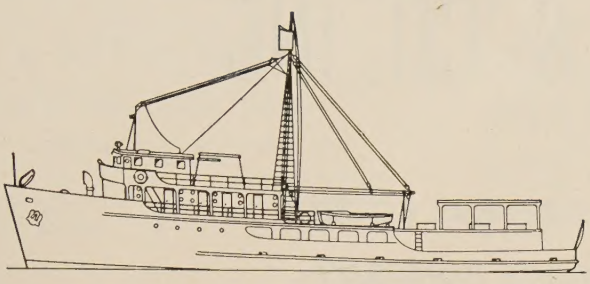

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NEWSmagazine of PAN-AMERICAN FISHERIES
combined with the magazine TUNAfisherman

MAIN OFFICE
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San Diego, Calif — Phone F-7876

A Journal Published Monthly
Serving the Pan-American Fisheries

A Marine Press Publication

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Editor-in-Chief.....John Springer
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Volume 4 Number 11

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ABOUT THIS ISSUE:

FRANK L. GRAHAM, newcomer to these pages, but certainly no unknown quantity in newspaper circles, has written a story for this issue of *Pan-American Fisherman* that is well worth your reading time. It deals, in the main, with the Florida fisherman, and, in particular, with his ups and downs in making a living from waters flanking the land of Spanish moss, mangoes and Everglades. Apparently this operation is no kid's job, so to speak, and Graham, who was once a writer of arcanums before his newspaper days, has managed to come up with a singularly informative article. A bit of probing in the matter of his background also disclosed the fact that he is a Philatelist, (postage stamp collector) a perfectly contented husband and father, a respected editorial employe of the *Tribune-Sun* newspaper of San Diego, and a recognized authority on a great many subjects, including mnemonics (science of memory). His story is on page 11.

•

The Federal Fish and Wildlife Service, Washington, D. C., has a good-looking young fellow out here on the coast who has done, and is doing, a good job of "selling" fish. He is Clarence R. Lucas, whom we had the pleasure of meeting last month, and a man who, one of these days, hopes to get all the school kids in the country eating fish. Lucas' particular brand of operation involves the preparation of fish in school lunches, and he can think of plenty of ways to prepare fish dishes. Lucas, of course, is a Marketing Specialist for the Service, and, at a luncheon that we enjoyed with him recently, he even proved his sincerity by ordering fish. He story is on page 8, and is, more or less, a report on what is being done by himself and colleagues in the matter of showing kids what they're missing by not going all-out for fish, morning, noon and night.

•

The wind-up of both *Buying Power!* and *The Bank That Wouldn't Foreclose* occurs in this issue, and we're rather sorry, as we had a grand time doing both stories. One could write, of course, reams on the buying power of San Diego, California's, commercial fishing people, but then a magazine's one thing, and a book another. On the subject of the bank, we want to thank once again Mr. Anderson Borthwick, President; and Mr. M. C. Pfefferkorn, Vice-President, for their patience and kindness in permitting themselves to be pestered for long hours by our writer and photographer. The concluding installment of *Buying Power!* appears on page 10, and the bank yarn is on page 12.

•

Our appreciation to Jerry Reichert of Caterpillar Tractor's news bureau for the article on page 13. Apparently the tug, *Ferdinand*, is not a craft to be sneezed at, although the name of the craft would suggest more of a Walt Disney production, rather than a piece of high-powered, stable merchandise. If you are detail-minded in the matter of boats and equipment, then Jerry's article on page 13 should be your meat.

•

The other day we were taken to task by a subscriber, Mr. E. E. Kendall. Unfortunately we do not have his street address, however, according to the mailing indication on the envelope, Mr. Kendall lives in San Diego, California. He says, in part: " . . . gentlemen, I feel that you are no longer deserving of my support . . . your most serious shortcoming lies in your week-kneed editorial policy . . . I want you to cancel my subscription . . . "

On the other hand, here is another, which goes to prove, we think, the truth in the old wheeze, "you can't please everybody." This one is from Mark Morton, 2725 Montlake Blvd., Seattle, Washington. ". . . It's (*Pan-American Fisherman*) Just too good!!! Congratulations on a live-wire, unbiased editorial policy . . . very informative periodical . . . hope you can maintain the standard of excellence so far displayed . . . "

—*John Springer.*

Industry Summary: *An Open Letter*

The commercial fishing industry in Southern California apparently has no better friend than the author of a letter we received recently. Unfortunately, we do not have the author's name, as he has chosen to write us anonymously. The tone of the letter, as well as the interest displayed and the knowledge indicated, however, would seem to indicate that he (or she) knows what is going on. We found it so interesting that we decided to pass it along. The opinions reflected do not necessarily express this magazine's views on the subject. But it is a missive with a great deal of meat and, like ourselves, our readers may find it thought-provoking. It would be interesting to hear some comment on it. Here it is:

"As a person who is directly interested in the prosperity of the commercial fishing industry in California, I would like to call to your attention, certain facts and certain thinking relative to a more unified industry position regarding the following and any other matters that may arise in the future.

"For some time we have been in great danger from the influx of foreign imports which can be landed on our shores at a price so low as to place the canneries in a noncompetitive position. This situation is becoming more acute day by day and at the present time is recognized and acknowledged by everyone.

"The canners have been spending considerable money and effort towards a solution, discussions have taken place, considerable information has been gathered from various sources in this country and abroad, and definite steps have been taken towards maintaining the security and proper existence of our industry.

"The boatowners, through the American Tunaboat Association and the Fishermen's Cooperative Association, have also taken an active interest in this matter and have expended time and funds towards analyzing the danger and working towards a defense against it.

"The cannery workers, through the AFL Union, have joined with management in helping to form a National Labor-Management group in Washington, D. C. which we all hope will be able to adequately present the gravity of this problem, and others, to the national legislative bodies.

"Cooperation and work on the part of these major industry phases has been good, but not good enough. Added efforts and more funds are necessary and I am sure both will be forthcoming. So much for them. (These aids, I am sure, will come from the canners and other directly interested parties in accelerated proportions as the months go by. In my trips around Southern California territories in the past year, I have found more than one formerly complacent commercial fishing executive genuinely alarmed at the picture now confronting his industry, and these people, generally speaking, are, or seem to be, willing to devote what time and trouble it may take to iron out our myriad of what, on the surface, looks like impossible situations. In fact, one man told me recently, 'I class myself much to blame for the hole into which our industry has fallen, and I, for one, am determined to contribute something to pulling it out. The trouble has lain in mankind's age-old failing: laziness and indifference. Luckily, a few individuals have managed to see the danger in time, and as the result they have started the ball rolling. It's now up to me and others like me to carry it on through.')

"I would like now to call attention to other phases of this industry who must realize they are as directly affected by the changes of prosperity in our business as the four groups referred to above.

"I refer to shipyards, marine insurance companies, ship chandlers, licensing agencies, etc., etc. When prosperity reigns they rightfully enjoy their profits but when trouble arises and all of us beat our brains out trying to cure the ills of the industry; trying to explain our problems to the public; trying to get legislative support for bills and amendments advantageous to the industry, these fringe industries, for the most part, take a passive position.

"Why, I don't know. Perhaps they feel they might be impinging themselves on something they should not interfere with, that we might prefer they stand aside, etc. Whatever the reason, I would certainly like to tell them that we seek their help, and will warmly welcome their cooperation.

"I am sure that there have been many times when the added influence, financial support, votes and good old public relations campaigning on the part of all those fringe groups might have proved the valuable additional support necessary to swing victory on our side rather than on the other.

"Sober thinking on the part of everyone, the main phases of the industry, the fringe phases, and others more remotely connected, cannot help but recognize this and clearly indicate the absolute necessity for complete cooperation in all steps taken towards the furthering of industry prosperity.

"Part and parcel of this concerted effort should also be a desire and a willingness by all segments to refer any industry differences that may arise strictly to discussions confined and properly resolved within the industry.

"To do otherwise, particularly to discuss these differences in the public print would tear down and destroy at least a considerable part of the advantages gained by the above referred to concerted plan of action directed towards reaching prosperity in a stabilized industry, which is our common goal.

"Therefore:—I ask you as the industry publication in Southern California, to please evaluate this thinking and if you agree with it to do all in your power, at all times, to bring closer and closer together the various factors concerned—that our overall position can become ever stronger and more secure."

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Reykjavik.—Iceland is well on the road toward readjustment of dislocations in her economy as she enters the third year of the Marshall Plan, the Economic Cooperation Administration announced on April 4. Summarizing the progress made by Iceland in the program of expansion for the fishing industries, the Icelandic Minister of Commerce recently said: "Iceland has been undergoing rapid economic development since the end of the war. Production has exceeded, by far, prewar levels. The average annual fish production during 1935-39 amounted to 257,000 metric tons, while in 1948 it reached 409,000 metric tons; and in 1949, 337,000 metric tons. The volume of exports have also about doubled since the prewar years.

"These results have been possible due to the modernization and expansion of the fishing industry and the favorable export markets for Icelandic products all during the forties."

The first Marshall Plan funds, a $2,300,000 loan, were utilized for expansion of herring processing capacity which had proved very short during the big winter herring seasons of 1946-47 and 1947-48 and for aiding the construction of the new fish meal factories. The herring processing investment has been largely unused thus far because of subsequent failures of the catch, but research is now being undertaken into new fishing methods since it is known that herring is still running abundant quantities off Icelandic coasts, but at depths too great to be caught by present fishing gear.

As further ECA dollars were made available, they assisted in maintaining essential consumer and raw material imports such as foodstuffs, feedstuffs and petroleum products, and enabled Iceland to devote part of her own foreign exchange receipts to continued execution of the production development program.

"Long dependent for her economic well-being on fishing, which by its very nature is an unstable industry," said the chief of the special ECA mission to Iceland, "Iceland is now aiming at diversifying her economy in order to cushion the effects of periodic poor fishing seasons on her balance of payments and provide a broader base for the standard of living of her people. Increased agricultural production is one of the directions which this diversification is taking."

Despite the immense rise in production over prewar levels, Iceland has been beset with economic difficulties during its "reconstruction" period, the Minister of Commerce commented. "Market conditions have recently been deteriorating, particularly as regards fresh fish. This development has further aggravated the difficult economic situation which has mainly been caused by inflation and repeated herring failures. Consequently, in March 1950 it became necessary to devalue the Icelandic krona by over 42 percent."

The minister is, however, optimistic about the future. "With the recent devaluation of the Icelandic currency and the determined stabilization policy of the Icelandic government, a new start is being made for Icelandic recovery," he said. "In that connection, the Marshall Plan will in the second half undoubtedly have greater importance than before. The continued American aid will be instrumental in bringing about internal balance as well as carrying out certain long-term projects for greater diversification of the Icelandic economy."

With an eye on the dollar market, Iceland is also planning a factory to process condensed fish solubles from a wasted herring residue. A market in the United States, where condensed fish solubles have begun to be used as livestock feed, is thought to exist.

Reykjavik.—An instrument of ratification concerning the International Agreement on the Protection of Fishing Grounds in the Northwest Atlantic was signed by the President of Iceland on February 9, 1950, and forwarded to the Department of State in Washington, D. C. The above announcement concerning Iceland's ratification of the Northwest Fisheries Convention, which was signed on behalf of Iceland in Washington on February 8, 1950, appeared in the Icelandic Official Law Gazette of March 15, 1950, according to an American consular dispatch from Reykjavik.

Liverpool, G. B.—A new trawl float, or trawl plane as it is called by the manufacturers, was recently invented and developed by a British firm, reports the February 25 issue of The Fishing News, a British periodical. The firm claims that the new trawl plane has a remarkable buoyancy, and that it gives forty pounds of lift at normal towing speed simply by transforming drag into life. Demonstrations of this new device at various fishing ports in England have proved very successful, according to reports.

Bremerhaven, Germany.—The German-Icelandic trade agreement concluded in Frankfort on March 15, 1950 permits Icelandic trawlers to land iced fish, other than herring, at German ports during the period August 1 to November 15 up to a maximum value of $1,600,000, according to a March 16 American consular report from Bremerhaven. No fixed quantity was agreed upon as the Icelanders will receive as payment only what their fish will bring at auction.

Germany also agreed to approve importation (on an f.o.b.-Icelandic-port basis) of a maximum of $400,000 of salted herring, $2000,000 of frozen fish, other than herring, $200,000 of iced herring, and $100,000 of salted and dried herring. Iceland agreed to approve exports of herring oil and herring meal to Germany for which Germany will pay in pounds sterling. The German-Icelandic trade agreement respects the demand of German trawler owners that foreign trawlers be allowed to land iced fish in German ports only during the German herring season.

ANCHOR TO WINDWARD

On The Line:

Alex Robinson, one of the best fishermen in the business, could hardly be expected to shout with joy when a fire started in the engine room of his big clipper, *Southern Cross*, late in March. Despite everything the crew could do, the sleek craft burst into flame and was utterly destroyed at sea. Robinson was a thoroughly depressed individual when he landed in San Diego, but, as the old saying goes, there is very nearly always a silver lining. He had barely disembarked from his rescue craft when he was handed a check for $125,000 by Cosimo A. Cutri, San Diego broker for the Seattle, Washington, insurance firm of Hansen and Rowland.

ELECTIONS

N.F.I.:

Irving Usen of Boston and Newton, Massachusetts, was elected president of the National Fisheries Institute convention in Chicago, April 20. The Institute, a trade association of the fisheries industry held its Fifth Annual Convention at the Edgewater Beach Hotel. Harald Synnesvedt of Seattle was elected chairman of the board.

The vice-presidents elected at the same meeting are: John Del Torchio of Gloucester, Mass., for Region I; Royal Toner of New York, Region II; A. J. Wegmann of New Orleans, Region III; Lionel Shatz of San Francisco, Region IV; Henry Goodrich of Astoria, Oregon, Region V; and William Lippman of Chicago, Region VI.

W. Wade Ambrose, San Diego, and F. M. Bundy, Gloucester, were re-elected secretary and treasurer respectively.

The new directors are: Region 1—James B. Carlson, Baker, Boies and Watson, Boston; Thomas A. Fulham, Fulham Brothers, Boston; Thomas Harrington, Fabet Sorporation, Boston; David Doren, Trident Sales Company, Boston; Robert Howlett, Mid-Central Fish Company, Portland, Maine; Stanley Letson, Main Fish Meal Co., Portland, Maine; John Murley, Fairhaven, Massachusetts; L. Vernon Drape, Louis A. Drape, Inc., Fall River, Mass.

Region 2—Harry L. Claxton, R. W. Claxton, Inc., Washington, D. C.; Frank Wilkisson, F. W. Wilkisson, Inc., New York; Louis Goldstein, Liberty Fish Company, Philadelphia; Charles Ballard, Ballard Fish and Oyster Co., Norfolk, Virginia; Willis Gregory, Florence Fish and Oyster Company, Florence, S. C.; Charles Woodfield, Woodfield Fish and Oyster Company, Galesville, Md.; Ammon G. Dunton, Virginia Fisherman's Association, White Stone, Virginia; August Strauss, Galillee Fish Company, New York.

Consolation

Cosimo A. Cutri, President, Cutri Insurance Agency, San Diego, California, hands $125,000 insurance check to Alex Robinson, skipper of ill-fated *Southern Cross*.

Winners

Newly elected officers of the National Fisheries Institute, trade association of the fishing industry. From left to right: F. M. Bundy, treasurer; Irving Usen, President; Harald Synnestvedt, Chairman of the Board; W. Wade Ambrose, secretary. They were elected at the annual meeting of the Institute held at the Edgewater Beach Hotel, Chicago, April 20.

Region 3—Victor Gonzales, Star Fish and Oyster Company, Mobile, Alabama; J. R. Clegg, J. R. Clegg Shrimp Company, Port Lavaca, Texas; Morgan Daniels, General Seafoods, Inc., Port Lavaca; John Santos, Patterson Shrimp Co., Patterson, La.; Benjamin S. Morahan, General Seafoods, New Orleans, La.; W. W. Gillis, Taltavull Shrimp Co., Biloxi, Miss.; Max Meyer, Meyer Fish and Produce Co., Jacksonville, Fla.; F. E. Welles, Jr., E. E. Saunders Company, Pensacola, Fla.

Region 4—Lloyd Turnacliff, Meredith Fish Company, Sacramento, California; Jack Willis, Wilbur-Ellis Company, San Diego, California; Aldo Casaretto, Koulouris and Casaretto, Los Angeles, Cal.; Emanuel Stein, Stein's, Pueblo, Colo.; Max Freeman, Freeman Certi-Fresh Foods, Los Angeles, Cal.; J. D. Williamson, Fortune Fisheries, Inc., San Francisco; J. J. Camillo, J. J. Camillo Brokerage Co., San Diego; E. T. Meakin, Tamalpais Packing Company, San Francisco.

Region 5—J. W. Mendenhall, Ketchikan Cold Storage Company, Ketchikan, Alaska; E. A. Ruthford, San Juan

(*Continued on page 16*)

NEWCOMER

A new steel pleasure boat known as the *Safticraft* has been put in production by the Avondale Marine Ways, Inc. of New Orleans, Louisiana. These boats are 28 feet long by nine feet beam; are constructed of steel; sleep four people; have optional engine equipment, either single screw or twin screw and considerable thought to the safety of the passengers has been given.

The boat is offered in three models; the Deluxe, which will be the most popular and is offered at the low price of $4,997 f.o.b. shipyard; a sport fishing model which has the same overhead canopy as the Deluxe model, but has an open cabin and gives more freedom for fishing. The Avondale is similar to the Deluxe except it is more luxurious in appointments and finish.

The fame of quality production by the Avondale Marine Ways is already well known in San Diego and on the West Coast of Mexico; Avondale having built the famous tuna clippers *Mauritania, Paramount, Sun Hilarita, Sun Jason, Santa Helena, Sea Magic, Excalibur* and *Santa Anita.* These vessels, some of which are four years old, have made an outstanding record of dependability, never having had to be assisted on any voyage since their launching.

The Avondale Marine Ways believed that there existed a market for a small inexpensive pleasure boat that had the utmost in safety for their owners. By their excellent experience in steel construction and low overhead operation they have been able to produce such a boat at a very low cost. Avondale's belief is also the trend is toward metal construction in many things beside boats.

To be specific, the company says, years ago wash tubs were made of wood and the present wash tub is a deluxe automatic washer made of metal. This evolution followed through airplane construction; is taking place in furniture manufacture and a multitude of other items where metal has proven to be more suitable than wood. It is certainly true that a steel boat cannot suffer from dry rot, worms, mis-alignment of machinery and is more rugged and safe when unexpectingly striking a floating object or submerged objects, such as rocks, etc., which would ordinarily, so says Avondale, injure a wooden boat. The steel boat was proven to be highly successful on the West Coast of Mexico wherein the shrimp operators of Guaymas ordered eleven sixty-five feet steel boats from the Avondale Marine Ways, which have proven over a period of time, entirely satisfactory.

Press-O-Grams

With HAP HOLLIDAY and PHIL BERTRAM

The firm of Drake and Bullen of San Diego, which has been the marketing outlet for the larger Avondale craft in the past, has undertaken the distributorship of the *Safticraft* for San Diego County and the West Coast of Mexico. It is believed that with the Avondale reputation for quality and the very reasonable price on the *Safticraft* that the boating public will receive this new product with acclaim.

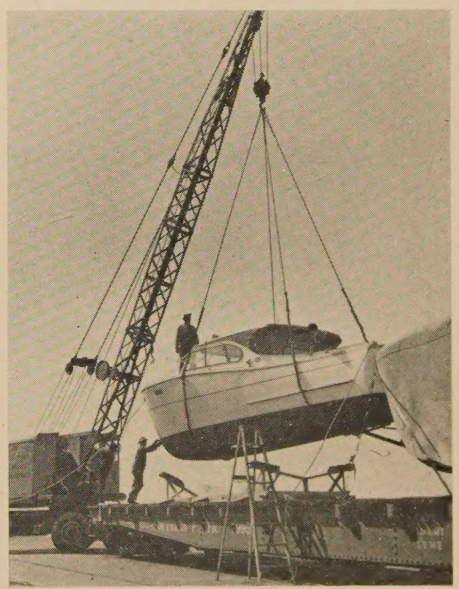
SHORT SHOTS:

Commander Donald B. MacDiarmid, commanding officer of the Coast Guard air station, recently spent several weeks testing a new plane on the east coast at the request of the navy. Mac is recognized as one of the world's greatest rough water pilots. . . . Fifi Parmigiana, skipper of the *Mary Lou,* was forced to return home aboard Bob Alcott's *Renown* with a serious throat infection, which became acute after being out only a few days. . . . Charlie Kaufmann, skipper of the *Scarlet Queen,* largest capacity clipper in the fleet, is certainly doing his part to promote good will for the industry. Charlie was recently a guest speaker at the combined sailfish and marlin clubs in Panama. Besides presenting the "Starkist" film to the audience, which incidentally aroused a great interest, numerous questions were asked regarding all phases of the tuna industry, foremost among them being, "What effect the boats had on the Panamanian bait grounds." . . . Joe Medina flew in from New York and a visit to the old country just in time to assume the duties as co-host with Matt Monise at the fishmongers dinner. . . . Westgate-Sun Harbor skippers can now relax while docked at the unloading piers as the area which for so many years was shallow has been dredged to a sufficient depth.

National Steel and Shipbuilding Company has completely remodeled its yard cafeteria which was installed for the convenience of their customers and employees. Manager Ruth Reeves is doing her best to please the patrons, and all who have tried her tuna loaf say it's dee-licious. . . . Wendall Fernandes has bowed out as skipper of the *Santa Anita,* and Manuel Rodriques has taken over command of this 235 ton Avondale clipper. . . . Frank Aleoto is mighty proud of his trim little *St. Anthony* since George and Dave Campbell completed the facelifting job for Frank. . . . While on the Campbells, their new floating dry docks will be in operation any day now. . . . Eddie Madruga, co-owner and captain of the "express" clipper, *Liberty,* is sitting this trip out to be with his family—or is it because wife Lucille has been taking golf lessons, and Eddie is determined to be the low score member of their household? . . . Don Loker, French Sardine public relations director was a recent visitor to San Diego. Don is one of the industry's most constant travelers as an advocate of goodwill. . . Bart Hind, former *Voice of Fisherman* producer, has moved bag and baggage out of this harbor of the sun city. Bart is now an east coast representative for Westgate-Sun Harbor, with headquarters in Boston, Mass. . . . Weekly movies- held Saturday after noons at the Portuguese hall, sponsored by the SES juniors are going over with a bang. Movies are being furnished by Tunafleet Movie Service. . . . Manuel Simas of the M. E. Simas Insurance Company has opened an office in the La Playa patio in Point Loma Village. Manuel and his wife Helen were seen doing some fancy waltzing.

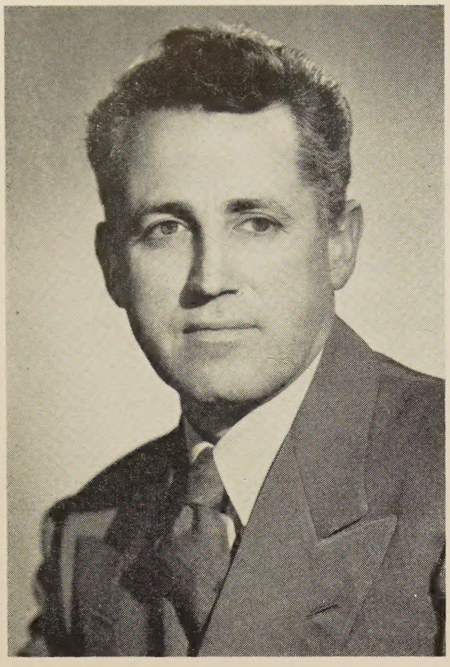
There's an innovation in the marine equipment business . . . Drake and Bullen are now passing out S. and H. stamps with all purchases. . . . Cecil Drake and Paul Lynn have returned from the launching of Paul's new clipper in Tacoma. Paul was formerly navigator of the *Excalibur.* . . . Tony Martinolich

(*Continued on page 25*)



Trim

First *Safticraft* unloaded at San Diego, California. Since, the little skimmer has attracted plenty of attention.



Lucas

Fish Fry fo

The Little Guys
Lot of Sea Fo

The U. S. Fish & Wildlife Service is doing a creditable job in selling fish to the general public. During the past year, in fact, it has had in operation a fishery market development program, aimed primarily at appetites of California school children. Here's a piece about it prepared by a Service marketing specialist.

DURING the past year, the Fish and Wildlife Service has had a fishery market development program in action in California. Primarily trying to increase the use of fish in school lunches, this program has had the support and cooperation of the school lunch staffs of the California Department of Education and the United States Department of Agriculture.

During 1949, demonstrations were conducted for over 700 California school cafeteria managers and cooks. Cities and towns included were San Francisco, Berkeley, Oakland, Sacramento, San Jose, Los Angeles, Pasadena, South Pasadena, Burbank, Alhambra, El Monte, Montebello, San Gabriel, Santa Monica, Beverly Hills, Long Beach, Compton, Hawthorne, Paramount, Bellflower, and San Diego. The school lunch managers association of Orange County and of North San Diego County also were given demonstrations. Marketing talks were made before the State school lunch training workshops for Lassen and Placer counties. The systems covered serve about fifteen million hot meals, and use about two hundred thousand pounds of fish a year.

Demonstrations covered the following points: Types and forms of fishery products marketed, procurement, nutritive value, care and storage, preparation and cooking, garnishing and serving. Local supply and price problems also were discussed, and fish cookery books were distributed.

In all the school demonstrations, species and products available locally have been used. Since the first series of demonstrations, West Coast fillets (Rockfish and sole) were used exclusively for the recipes using fillets. Recipes for the following dishes, all excellent for quantity serving, were described and demonstrated: Baked fillets in Spanish Sauce; Baked Fillets (plain); Oven-fried Fillets (breaded); Fish Loaf (canned fish); Fish Salad (canned fish); and Fish Shortcake (canned fish). Special stress was laid on not overcooking the fillets.

SOME of the local dealers cooperated in the program by donating fish for the demonstrations, and where time allowed, the demonstrator was shown local dealers' plants and introduced to newspaper food editors.

The demonstrations were given in school cafeterias, using school kitchen facilities and the help of the school personnel. In Los Angeles and Pasadena, where the audience was too large for the schools, the auditoriums of the Southern Counties Gas company were made available through the courtesy of that organization. The largest group was made up of 140 supervisors, managers, and cooks from the seventy high schools of the City of Los Angeles. The facilities of the Gas company, including mirrors and microphones, helped to make the large gatherings fully effective. In the school cafeterias it was tried to keep the groups under seventy. At these smaller gatherings the audience was encouraged to taste the resulting dishes. Each demonstration was attended to capacity by professional people so no invitations were extended to the public.

Results of the school work have been gratifying. Supervisors generally have reported an increase in fish served. Two systems, where an actual check on volume served was obtained, showed an increase of 100 percent in fish consumption. In these schools fish were being over-cooked prior to the demonstration. Proper cooking brought an immediate increase in acceptance. In Santa Monica schools, which had to serve a second entree on fish days before the demonstration, acceptance became so much improved that the second entree was no longer needed.

MANY school lunch operators commented on the ease of preparation and increased acceptability of fish prepared from the Fish and Wildlife Service tested recipes. In many cases, schools found that operating costs have been reduced through suggestions to blend more expensive varieties of fish with less expensive items. Mrs. Edith Bethard, Director of Cafeterias for San Diego schools, wrote, "It was one of the best demonstrations of food cookery I have ever seen and applicable to our program." At that demonstration every school in San Diego's 55 school system was represented. From Oakland, Supervisor Ruth Walker commented, "There has been a definite uptrend in the use and interest and variety of fish dishes served in our school cafeteria since the demonstrations were given."

While working primarily with the schools, market development has extended into other areas. Fish cookery was demonstrated on television over the Mutual Don-Lee station KTSL. Cooks of the Veterans Administration in Southern California were given a special institutional cookery demonstration in November. Also attending were the nu-

he Small Fry

Are Getting a
ers These Days

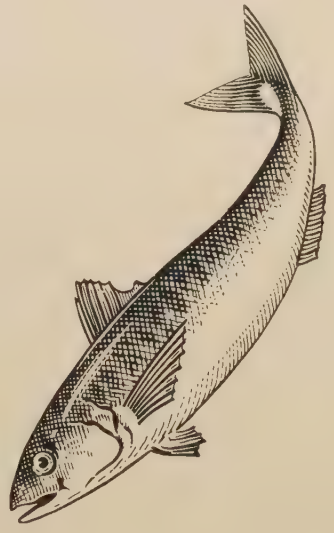
By
CLARENCE R. LUCAS

tritionists from the Los Angeles Veterans Center and a class of thirty internes training for work throughout the West. Early in 1950, this work was followed by a marketing talk for a group of chief and assistant chief cooks in a western region "refresher course." During this latter course one of the nutrition internes mentioned previously gave a demonstration of fish cookery, recommending recipes demonstrated in November by the Fish and Wildlife Service and later found very satisfactory in the Los Angeles Center kitchens.

Other demonstrations are planned. During April and May a series of demonstrations will be given for the California State prisons, and mental and youth institutions. These house 48,000 persons and serve 35 million hot meals a year (not including breakfasts). They use about six hundred thousand pounds of fish products annually.

The school program has revealed that, considering its relatively good price position, fish is not used as much as it should be. Most schools are able to serve, two or three times a week, meats that cost up to forty cents per pound. In most localities visited, a number of fresh, frozen, and canned fishery products can be supplied within this price limit. Yet use of fish, except for sandwiches, was usually limited to once or twice a month. In some cases fish has been overlooked because other products are easier to procure, are more consistently available, or are less objectionable to handle. Much more important, however, was poor acceptance by the children. Although some school systems reported very good acceptance, others claimed that fish was very unpopular and if served at all, must be accompanied by an alternate choice of entree.

SINCE some school systems reported fish dishes to be popular, it has seemed evident that if good fish were prepared in an appetizing manner, it would be liked universally. This conclusion has been substantiated during the course of the work. Generally where poor preparation has previously prevented good acceptance the demonstrations have improved the acceptance of fish dishes. Likewise, where consistently good fish has been available, acceptance has been relatively good. Thus,



the San Diego system, favored by an unusually solicitous supplier delivering products of excellent quality, was serving fresh or frozen fish regularly once a week.

Unfortunately, fish dealers do not always exercise care in supplying good fish to the schools. In many areas, these suppliers appear indifferent to the comparatively small school accounts. Where this occurs, they fail to appreciate the role of school children as fish salesmen at home and their future as consumers.

While many schools have been receiving only five to ten pounds of fish a delivery, these accounts can often be increased to thirty pounds or more a week. Schools that serve 200 or more hot lunches a day should require at least 25 pounds of fish unless an alternate entree is served. If school orders are less than 25 pounds, dealers can serve themselves and the industry by contacting the school buyers to help them with their problems. The program indicates, however, that if high quality products are provided the size of the accounts is apt to remain satisfactory.

Perhaps if the fishery industry realized fully how large a factor quality is, it would make active efforts to establish quality safeguards or guarantees. At almost every meeting with school or institution food personnel, questions on fish quality are brought up. School after school at least occasionally receives fish that will not be liked no matter how well prepared. If these products are rejected the cook is inconvenienced. If they are used, the consumer's appreciation of fish suffers.

One recent problem involved an institution that had rejected its frozen fish shipments for the third consecutive week. One of the State's largest school systems has many schools that have stopped buying frozen fish because the supplies furnished have been of consistently poor quality. Under these circumstances and others similar the Service has encouraged schools and institutions to buy from reputable dealers, on the open market if possible; to get to know fish quality; and to return poor quality merchandise. This will not change the basic condition, but does appear to help the buyer adjust his buying habits to market realities.

MARKET development work was also conducted by the Service in 1949 in Massachusetts, Virginia, North Carolina, and Georgia. Occasional demonstrations were given in Maryland, Florida, Tennessee, Mississippi, and Washington.

Here is the final installment of *Buying Power!* Our thanks again to Captain Mathew Monise of San Diego, California; and to Pete Bullen of Drake and Bullen, Cosimo A. Cutri, President, Cutri Insurance Agency; Hap Holliday, High Seas Tuna Packing company, and to Lloyd Davis of Joe Medina Enterprises, San Diego.

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BUYING POWER!

By JOHN SPRINGER

WITH 17,400 San Diego citizens living by virtue of the city's commercial fishing operations which, in turn, produce something like $65,000,000 worth of business a year, it is little wonder that many consider the industry as the community's most valuable financial asset. One reason lies in the fact that perhaps no other industry in Southern California demands such a huge turnover in money annually. Aside from everyday necessities, such as groceries, clothing, and rent; and luxuries such as jewelry, automobiles and entertainment, the upkeep and original investment involved in the operations of the vessels, large and small, is a formidable factor for consideration by anyone with a desire to go "fishing."

For example, the initial capital outlay for a servicable fishing craft is merely the beginning. An 850 HP main engine, which must be cared for with the watchfulness one ordinarily would accord a priceless Da Vinci, or a Ming China vase, costs around $45,000. The big clippers, at least those large enough to warrant these powerful machines, also carry two, 190 HP Auxiliary engines, valued at around $15,000 each.

These take plenty of fuels and greases. A big clipper will lay in, preparatory to going out to sea, around 45,000 gallons of Diesel fuel, and often will run out before a trip is completed. Based upon four trips a year, depending on the weather and fishing conditions, the craft will use about 180,000 gallons. Broken down, the amount of money, at $.10½ a gallon, forked over for Diesel fuel alone per trip is approximately $4,725. Taken aboard for each trip also, is about 1,000 gallons of Diesel lubrication oil, at $.70 a gallon, or $700 worth. This factor alone amounts to a take for American oil companies of $2,452,100, from the fleet's 113 big clippers per year, and is exclusive of gas, oils of the light machine variety, kerosene, solvents for cleaning, et cetera; and heavy greases. The remaining vessels, i. e., the middle-classes and small boats will use, considering a figure of 611 craft as a representative number, about $660,000 worth of fuels, greases, and light oils of a lubrication nature.

BUT that's not all, so far as operational expenses are concerned. The maintenance feature itself represents a staggering sum. Each boat, large and small, will receive a paint job, from top to bottom, once a year. These cost from $800 to $2,500 per job, depending on the size of the boat, incluing both labor and material. All boats drydock about twice each year, to undergo a general overhauling, and this work has become so lucrative that it amounts to a big element in the profitable manipulations of such crack West Coast shipyards as Martinolich's of San Diego; and Campbell's, National Steel and Shipbuilding Company, Incorporated; Harbor Boat and Yacht, Driscoll's, and Kettenburg's, all of the same city. San Diego's commercial fishing fleet have built some of these firms into million-dollar concerns, and, along with the fleet, they are still growing. This maintenance concerns such operations as replacing worm-eaten planking, sanding and burning off paint, remodeling quarters, and replacing rudders and bearings. A rudder replacement, for example, costs around $2,000, and the bearing jobs often run from $1,000 to $1,500. Then, too, there is the matter of replacing refrigeration coils, a big item. A big clipper will carry as much as 15,000 feet of coil, which is usually pretty badly chewed up by brine after two or three years.

Items such as Gyro-compasses, radar,

(*Continued on page 14*)

Ocean Greyhound

Typical of today's great tuna clippers is the *Mermaid*. Cecil W. Drake of San Diego, California, managing owner.

NET PROFITS on DARK NIGHTS

By FRANK L. GRAHAM

SINCE prehistoric times, a good part of the earth's population has lived by fishing. And, since fishing is done all over the world, methods of transferring the finny denizens of the deep from their native habitat to a safe place ashore are many and varied. Most readers of this journal are familiar with methods used in Southern California waters (and southward for hundreds of miles, of course) .There is the mighty but dumb tuna, deluded by chum into thinking he will get nothing else until, striking at anything, he finds hooks attached and from four to six strong arms ready to hoist him aboard. Other poor fish are deluded in similar ways so that their doom is more or less a foregone conclusion. But let us contrast these familiar methods with those used by the Gulf Coast fishermen of Florida.

They want to sneak up on their fish on a dark night—the darker the better—and the phrase, "I'll pay you in the dark of the moon," has become familiar to grocers, proprietors of juke joints and others who supply the "conchs," as the fishermen are called, with the necessities of existence. Take, for example, a school of mackerel, estimated to be five miles long and a half mile wide—and schools like this are not rare in the Gulf.

So what do they do? Guided by the ghostly glow of phosphorus, whipped up in the Gulf waters to a gleaming glow by millions of fins and tails, the three or four-man crew of a Gulf boat drops its 1500-foot net quietly over the side—very quietly, indeed. If it wasn't done quietly, the mackerel would stampede and, when this happens, they leave right fast and stay not on the order of their going.

The beauty of moonlight nights glimmering on the waters has no attraction for these nocturnal fishermen. They prefer their nights to be as dark as the inside of a tuna fisherman's boots, for it is then they take their biggest hauls. Even on the dark nights they have their troubles. They have to carry on relentless warfare against sharks and barracuda who try to wolf their catch. They have to route black whales, sawfish or giant manta rays who can make a $3000 net a thing of shreds and a useless tangle.

SOME of these fishermen derive spectacular incomes from their offshore hauls. Others, like fishermen in many other places, work only when the larder is low and they are driven to sea by necessity. But, in 1948, they brought in 102,000,000 pounds of various salt water fish. To get back to that big mackerel school, when the net has been slid gently over the side, other boats have closed in, about a quarter of a mile apart; half an hour after the first end of the net has slid overboard, the boat has completed a circle and has come back to join the ends of the net. A fisherman pushes off in a small skiff and rows toward the center of the circle.

Then every man aboard the boat starts making as much noise as he can by banging any two loud objects together, beating on the boat and whooping and yelling. The man in the skiff bangs on its sides, the commotion in the water and the noise from the boat causing mackerel to rush to the center of the circle. Tons of them leap over the cork floats and escape but when the men draw the net in, almost every mesh holds a wriggling mackerel. This kind of fishing is not easy work and hoisting in the heavily loaded net requires Herculean strength. At 16 cents a pound, the boys earn it all.

If the skipper decides his boat is full, he usually calls to another boat to come and get his three or four-ton surplus. They consider this common sense, rather than charity, because greedy skippers have been known to founder their boats, rather than sacrifice a few fish.

Mackerel are the mystery fish of Gulf commercial fishing. Between Oct. 15 and April 1 they come close inshore in great schools, some of them 20 miles long, half a mile wide and 10 feet thick. No one knows why they come inshore at this time, for they neither feed nor spawn then. Where they go after April also is a mystery, for few of them are caught between April and October. Ichthyologists theorize that they head for deep water during the hottest months. where they probably do their spawning and feeding. But no other fish is so

Gulf Fishermen Of Florida Have No Pic-nic . . .

unpredictable. A few years ago, total gulf production was only four million pounds but, a couple of year later, with the same number of boats and nets operating, the catch totaled more than 180 million pounds.

ANY good Gulf fisherman can gaze down through two fathoms of crystal clear water and estimate, with uncanny accuracy, what types and sizes of fish are causing the phosphorescent flashes seen from above. They also can cruise over schools of mackerel and estimate, within a half ton, how many tons they will be able to take in their nets.

Sometimes one boat may take as many as 18,000 pounds at one haul, which, at current prices, may bring as much as $3000. Like most fishermen, however, they find that when big schools are running and boats come in loaded to the gunwales, prices drop fast.

Sometime schools of mullet come in, so thick that gulls and pelicans alight on the fish's backs, the birds thinking they are on a low-tide oyster bar. When this happens the water is churned to foam by millions of mullet skimming the surface. Pelicans will be there by the thousands but. since the fish all weigh more than two pounds, they are too big for the sea birds to swallow.

The ospreys can handle them, however, and these big birds will sweep down from tall gumbo-limbo trees ashore, plunge into the water and fly off with good dinners clutched in their claws. When a school like this appears. two fishing boats will go outside of it

(*Continued on page 15*)

San Diego Fishermen Have Found an Ally in

The Bank That Wouldn't FORECLOSE

By STUART ALTON

IN 1911, when First National bank of San Diego, California, was 28 years old, an event transpired in the little coastal city of Monterey, in the green-banked hills below San Francisco, that exerted a tremendously favorable influence on commercial fishing, and, in turn, upon financial institutions, shipyards and other enterprises allied to the industry. In brief, a little Italian with a longhorn mustache popped up in Monterey, and, by combining an idea he had formed in Europe with the habits of sardine, he set the stage for Monterey's current fabulous fishing industry. The ensuing hubbub, moreover, started a frantic scramble among fishermen for larger fishing boats, the patterns for today's Greyhounds of the Sea. The man was Pietro Ferranti, generally credited with developing and introducing the purse seine net. In order to explain the incident and its ultimate result properly, however, it is necessary to back-track several years more.

In 1904, when F. E. Booth ran up his dinky cannery on the shores of Monterey Bay, his first thought was of salmon. Later, while struck with the quantities of sardine glutting the adjacent ocean areas, he became convinced that his major pack should be sardine. But how to go about it? His sardine-packing experience was admittedly scanty. Finally he decided to call in an expert. He found one in San Francisco. This man was Knut Hovden.

Hovden's contribution to Southern California commercial fishing needs no introduction here. A graduate of Norway's National Fisheries College, he had migrated from his native land to find a climate suited to his delicate throat condition, and had wound up in the land of the Golden Gate, a stranger, and out of work. When Booth's invitation came through, he jumped at the opportunity, and certainly it has paid him off. His imagery, courage, and inventive acumen has made of him one of the most widely-respected men in commercial fishing, the world over.

Canning and catching methods then employed by Southern California operators must have caused despair, of course, to settle upon a man of even Hovden's capabilities. Fish were cut by hand, cooked in clumsy wire baskets that were dragged through tubs of oil; packed by hand, and soldered in cans by hand. Commercial fishermen, for the most part, were retired sailors and sportsmen, plying their trade as a sideline. Hovden studied the situation for a few weeks, then went to work remodeling, streamlining and stepping up production at the cannery. But his efforts eventually caught up with him. In other words, he reached a point that has plagued packers on more than one occasion, and in more than one century. Fish was not coming fast enough, and something had to be done quickly. At this point Hovden ran into Ferranti.

A fisherman for most of his life, and one, furthermore, with an excellent technical reputation, Ferranti was a veteran of very nearly every fishing port in the world, and he had ideas. One of his pet convictions was that Americans, despite their headlong progress in industries of every nature, could learn something of fishing from Europeans. Backed by Hovden, he went to work, therefore, on a project designed to accelerate the catching of fish, and, within a few months, he had the answer. It involved a net to be constructed on the order of the Italian *Lampara*, meaning "lightening haul."

(*Continued on page 20*)

Confab

Anderson Borthwick (third from left) at a recent luncheon with old friends and associates. Left to right, Gifford Ewing, Gen. "Howling Mad" Smith, Borthwick, Frank Fry, Jr., Carl F. Reupsch, and Tony Chiappe, all from San Diego, California.

"Ferdinand" ... at Sea

Proud

On the deck of the towboat *Ferdinand* are, left to right, Capt. John M. Bishop, National Vice-President of the National Organization of Masters, Mates, and Pilots of America, and Edwin T. Bull, owner of the Bull Towing Co., Lockport, Illinois.

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(Here's a new towboat that seems to have plenty of what the press agents of Hollywood used to call *Oomph*. If you are interested in towboats, therefore, the following will teach you all about one of the newest.)

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IF Walt Disney's "Ferdinand" was the "Bull With The Delicate Ego," then surely the saucy little celluloid comic strip was the inspiration for the name of one of the nation's newest towboats, M. V. *Ferdinand* of Bull Towing Company. The vessel had barely been waterborne when an old salt labeled her, "The Boat With A Definite Push."

Designed and built by the St. Louis Shipbuilding & Steel Co., the M. V. *Ferdinand* is the best pusher per horsepower ever tested by the builder. This includes boats built by them and all other boats tested. The *Ferdinand* hull is 68′ x 19′ x 8′, with a normal draft of 5′-6″. The bow is a modified scow bow, and the stern has very little tunnel. The quarters for 6 men, bathroom, galley and mess, and deck-locker are all on one deck, and the pilothouse is of the raising and lowering type, as the boat is designed so it can operate in the Chicago area.

The deckhouse and pilothouse are of steel construction, lined with masonite. and insulated with 2″ Fibreglas. All sash, except the forward pilothouse sash, are Truscon steel sash. The *Ferdinand* is equipped with a Kort nozzle and also a Contraguide steering rudder, both of which contribute to the outstanding performance of the boat. In addition to the Contraguide steering rudder, the boat also has two backing rudders; all rudders are controlled by a St. Louis Ship electro-hydraulic steering system with electric follow-up controls. The boat is powered by a Caterpillar model D397, 12-cylinder, 5¾ bore x 8″ stroke, 4-stroke cycle V-type marine Diesel, developing 400 h.p. at 1200 r.p.m., fitted with a Falk 4.03 to 1 reverse and reduction gear.

THE performance of the *Ferdinand* will be watched with great interest, as it is the first river towboat to use one of the new Caterpillar D379 engines. The electric power on the boat consists of a U. S. Motors 10 k.w., 115V, D.C. Diesel generating set, a Witte 2½ k.w. set, and an Exide 56-cell, 112-volt marine battery floating on the line. Two 12″ arc searchlights are mounted on the pilothouse and raise and lower with it. The boat is provided with the usual water pressure systems, heating system, plumbing fixtures, etc., and is in every way an efficient, modern boat with sufficient fuel and water supplies to operate for 10 days' continuous operation.

The compact design of the D397 Caterpillar Diesel engine makes it especially adaptable to installations in the small space generally available in towboat engine rooms. It is 148 1/16″ long 32″ from the crankshaft centerline to the bottom of the marine gear housing, and 53 7/16″ from the crankshaft centerline to the top of the engine, making a total height of 85 7/16″. The total outside width of the engine is 48 5/8″.

The cylinder block is a heavily-ribbed one-piece alloy iron casting of the integral cylinder type, with removable, wet-type, Hi-Electro hardened liners. The valve mechanism, including valve rotators, is enclosed by a sheet steel cover bolted in place between the cylinder banks. The welded steel base includes an extension for the marine reverse gear and a mounting flange which permits the engine to be bolted solidly to the longitudinal stringers in the hull.

Of special interest to Edwin T. Bull, president of Bull Towing Co., is the large access openings provided in the sides of the block for inspection and removal of connecting rods, bearings, and piston assemblies. When Bull visited the "Caterpillar" engine factory to

(*Continued on page 26*)

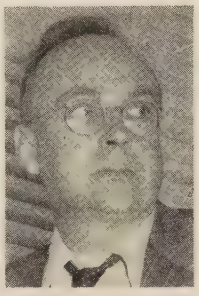
Deep-Sea Draft Horse

"Ferdy" at Work

San Diego Observer

By SEYMOUR FRANCIS

THE California Fish and Game Commission really went into action last month. For one thing, it set sardine reduction tonnage for the 1950-51 season at 150,000 tons, double last season's quota. The new quota was passed by a 3-to-1 vote, with Lee F. Payne, commissioner from Los Angeles, casting the dissenting vote. A previous motion by Payne to set the limit at 100,000 tons failed for lack of a second. The commission, at the same time, set the sardine seasons at Aug. 1 to Jan. 15, for the Monterey and San Francisco area, and Oct. 1 to Feb. 1 for the San Pedro, San Diego and Santa Barbara area. The commission also granted reduction permits to 103 plants, including four new applicants. The new permittees are J. B. Brucia, of Moss Landing; Brooks Manufacturing Co. and Lido Fisheries, Inc., of Wilmington, and the Seaside Fisheries Co., of Long Beach.



Richard Croker, chief of the Bureau of Marine Fisheries, recommended to the commission that revocation of the permit of California Frozen Fish Co., of Monterey, be extended to a full year but the commission agreed to withhold action until its next meeting at the request of the firm's attorney. In another action, the commission gave unanimous approval to the revised monthly processors' report form, as prescribed by the State Fish and Game Code.

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Around the circuit: Foster-Built Bunkers, Inc., have announced a new addition to their line by Dry Ice bunker units used for low-cost truck refrigeration. The new unit, called the "Super Cold Shot Bunker," is designed particularly for refrigerating door-to-door delivery trucks carrying both frozen and nonfrozen loads. The unit features a dual air-flow design that forces the air into contact with dry ice *twice* for extra refrigeration before circulating the super cold air throughout the truck body. This new design principle, as the name of the bunker implies, assures a quick shot of super cold air which will offset cold loss due to frequent door openings on route trucks. Tests recently completed in Florida, according to the manufacturer, have proved the efficiency of this new bunker even under the most adverse operating conditions. The test was conducted over a 400-mile route with a high outside temperature of 97°. The load consisted of both frozen and nonfrozen meat products. Despite frequent door openings . . . 40 over the full route . . . the frozen products were delivered in a frozen condition and the fresh meat products were delivered at the same temperature at which they were loaded, Foster says.

The new Foster-Built Super Cold Shot Bunker may also be used on inter-state transport haulers carrying frozen food loads where stops are made en route at various unloading points. The bunker is available with capacities for carrying two and four 50-lb. blocks of dry ice.

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Hats off to the seven Republican House members who called on John W. Snyder, Secretary of the Treasury to stop imports of Russian crab meat, under the law which prohibits importation of goods produced by convict, forced or indentured labor. They made public a letter to Snyder saying Russia has sent 59,000 cases of canned crab meat into the United States worth $3,000,000 and plans to send another 400,000 cases worth over $20,000,000. "This type of dumping is a serious threat to the entire fishing industry and particularly the crab-fishing industry located in New England, Maryland and the Pacific Coast for we cannot compete with slave and enforced labor as exists in Russia. Already one cannery in Bellingham, Washington has closed because they could not meet the Russian competition."

The Congressmen said they found that under the 1930 Tariff Act the Treasury has authority to stop importation of Russian goods.

BUYING POWER

(*Continued from page 10*)

shipboard movies, planes and helicopters are big ones. An helicopter, such as the Hiller "360," range in price up to $20,000, and planes suitable for spotting fish will run as high as $18,000. Radar equipment will set a big clipper back about $2,500, with between fifty and sixty per cent of the clippers currently in possession of them. Bought on a war surplus basis, radar can be installed for about $4,000; now they cost something like $8,000.

Insurance, applied to water craft investments of around $39,000,000, amounts to just that figure, and have made successes of firms like Cutri Insurance Agency, which has dealt with the fleet since 1925. Ninety-five per cent of the insurance of San Diego-based craft is handled, moreover, by local brokers.

WHAT of the future? Certainly it's anybody's guess. Continued progress of the industry will depend, of course, largely upon stabilization of the presently-ruinous import system imposed by the State Department. Foreign fish is arriving in the United States in ever-increasing tonnages, principally from Japan. If reasonable restrictions in this steady flow are not installed in the near future, then obviously San Diego's fisherman is headed for an economic tailspin. Canners, faced with cheaply-produced and canned foreign fish, will be forced to lower their wholesale prices, and, as the result, they will be pressed into paying less for raw fish, caught by American fishermen. This development, quite naturally, will be noticed by San Diego businessmen, as the fisherman, in his turn, will be forced to tighten his belt.

Consumption of tuna, in particular, is on the rise nationally. But it doubtful, despite the slam-bang advertising campaigns of Westgate-Sun Harbor company of San Diego; Van Camp and French Sardine companies of Terminal Island, California, if this acceleration can offset the undermining influence of foreign imports. The current tariff rate itself is ruinous, and is probably responsible, as the result of a cut from 45 per cent to 22½ per cent, for the dilemma. Despite some pretty stiff punches, however, San Diego's fleet and its canners have moved steadily forward, and it is possible, given any kind of a fair shake, that they will continue to progress. Civic-minded citizens hold this is an all-important development for the good of the Border City, and the reason is no mystery. The commercial fishing industry means *money* in the city's pockets, tills and banks.

NET PROFITS

(*Continued from page 11*)

with a 2000-foot net stretched between them and work toward shore until their keels bounce on the hard sand. From then on, 10 fishermen ashore grab the nets and really get a workout, pulling, tug-of-war fashion, on each end of the net.

BEFORE the middle section comes within 200 yards of the beach, there is frenzied activity within the half-moon net and, as the encircling area becomes smaller, the frenzied activity of the fish increases. When two-thirds of the net is in, it seems as if half the fish in the gulf are being brought ashore. When the net is all in, fish cover the beach two or three feet deep for the length of a city block. Mixed with the mullet will be sheepshead, pompano, rock bass, red snappers, redfish and parrot fish, French and black angel fish, sailor's choice and snook. Included also will be all types of crabs, flounder and mollusks.

The fish are carried in baskets to waiting trucks and away they go to the fishhouse. Such beach hauls have run more than 133,000 pounds.

Five hours after the big haul is ashore, the fish have been gutted with a quick slash of the knife, thrown into a large vat to be washed and carried by conveyor belt to 10 men, who pack them in barrels between layers of ice. Then they are in refrigerated trucks and on their way to New York, Baltimore, Philadelphia and other East Coast markets.

When mackerel or mullet schools disappear, some Gulf fishermen go to Alaska for the season and others find employment as mechanics or carpenters

or stay at home and repair their equipment. A few fish for grouper out on banks in the Gulf, with two-man teams sometimes bringing in as much as 3000 pounds caught on hand lines in 24 hours. They use both hands for this kind of fishing, for, while one line with two or three mullet-baited hooks is going down, another is coming up, frequently with three five-pound groupers on it.

IN season, when fish are not schooling, Gulf fishermen, in the manner of their brethren everywhere, relax boisterously. That's when the bars and juke joints come in for their share, but they don't have to work nearly as hard for it.

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EBB'N FLOW

(*Continued from page 6*)

Visitors

Senorita (left), and Senora Perez Romos, daughter and wife of Silvano Perez Romos. (See "Ebb'n Flow," this page).

Fishing and Packing Co., Seattle; Harald Synnestvedt, Jr., New England Fish Co., Everett; Myer Bornstein, Bornstein Seafoods, Bellingham; Gordon Bruce, Portland Fish Company, Portland; Arnold Waring, Haines Oyster Company, Seattle; Dudley Turnacliff, Yaquina Bay Fish Company, Newport, Oregon; Ivar Wendt, Seattle.

Region 6—C. J. Lynch, Lynch Fish Company, Cincinnati, Ohio; O. R. Juhl, Olsen Fish Co., Minneapolis; C. Roy Kratzer, Forest City Fish Co., Cleveland; Charles Salasnek, Salasnek Fish Co., Detroit, Mich.; Ralph Carr, Mid-Central Fish Company, Kansas City, Mo.; Frank Girse, Meletio Seafood Company, St. Louis, Mo.; R. P. Fletcher, Booth Fisheries Corp., Chicago; Roy A. Jensen, Jensen and Jensen, Escanaba, Mich.

Mexican Fishing:

Silvano Perez Ramos, of Guaymas, president of the Chamber of the National Fishing Industry of Mexico, says fishing is Mexico's fastest growing industry. Perez Ramos came to San Diego to take delivery of a 107-foot ex-Navy APC boat, converted into a shrimp barge, and a 124-foot former Navy barge and superstructure, which will have its headquarters at the new Guaymas Yacht Club, of which Perez Ramos is the head. With 500 shrimp boats operating in the Gulf of California and 250 on the east coast of Mexico, tuna industry is developing fast also, said the chamber official.

STATE OF THE INDUSTRY

Jap Menace:

Mounting U. S.-sponsored foreign competition has brought two ordinarily divergent Southern California fishing groups together in protest. A warning against increased tuna imports has been issued by San Diego and San Pedro fishing and cannery representatives and the Tariff Commission has received a protest from the Deep Sea Fishermen's Union of the Pacific against climbing Japanese fish oil imports. The union avers recent removals of quotas on oils containing Vitamin A has increased imports from Nippon to the extent the Puget Sound fishing industry has been wrecked. These oils are obtained from shark and dogfish livers.

Another Threat:

A possible threat to Southern California fishermen and canners is seen when the United States finally signs a peace treaty with Japan. A recommendation from Gen. MacArthur would give Japanese fishermen the right to operate in U. S. trust territories of the Pacific and to sell some of the fish in this country. Sadly enough, the State Department agrees with MacArthur.

Important Hearing:

A hearing this month before a House of Representatives Labor Subcommittee, headed by Rep Sneed (D-Okla) will be a fateful one for the industry regardless of what decisions are reached. At stake is the immediate future of the industry in California and behind it all is the administrations' reciprocal trade and Marshall Plan policies and the government's announcement it would negotiate for lower tariffs on imported bonito and yellowtail. Paul G. Hoffman, E.C.A. chief, rejected demands of a labor-management group that the fishing industry and other domestic enterprises be protected against an avalanche of low-priced foreign exports. Sneed said Donald Loker, of the French Sardine Co., Terminal Island, and James Waugh, president of the Cannery Workers Union of the Pacific, have been invited to testify.

Loker and Waugh will represent both San Pedro and San Diego industry. W. Wade Ambrose, president of the Westgate-Sun Harbor Co., might attend the hearings in Washington. One issue will be Hoffman's refusal to heed warnings of the National Labor-Management Council Committee on Foreign Trade that increased imports under the Marshall Plan will wreck many U. S. industries. the committee chairman, O. R. Strackbein, stated.

Other Major Target:

The administration's move to consider tariff cuts for about 2500 items at a conferences with 17 other nations at Torquay, England, in September, will be another major target. The proposed tariff cuts on bonito and yellowtail, among those to be considered at the Torquay conference, would create a serious new threat to Southern California's fishing and canning industry. Even though San Diego and San Pedro clippers fish for bonito and yellowtail only as a sideline, any reduction in tariffs on these fish would open the way for Central and South American countries to ship more in to compete with domestic tuna in United States markets. Loker, Ambrose and other industry spokesmen likely will be in Washington to protest the bonito-yellowtail tariff

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cut proposals, according to Dr. Wilbert M. Chapman, special State Department assistant for fisheries. Industry spokesmen of San iDego and San Pedro long have demanded that the government either boost tariffs or set import quotas on fish products as a means of protection.

San Diego Market:

For the last 25 years, Van Camp Sea Food Co., Inc., one of the nation's largest producers of canned tuna, has processed most of its annual pack at San Diego. It plans now to sell in the local market. W. R. Knapp and C. F. King have been announced as distributors of "Chicken of the Sea" brand, a label which has been promoted in most of the principal food marts of the nation. Bates Harper, general manager of the firm, pointed out that the company never has promoted its product actively in San Diego and Imperial counties, believing it "was best for the community to bring this money into San Diego for the economic stability of the community." San Diego packers produced 3,920,000 cases of canned tuna in 1949, this being 59 percent of the entire Pacific Coast pack, Harper pointed out. Decision to enter the local market through appointment of distributors is part of a local expansion program, he said. The fleet serving the San Diego cannery now is the largest in the company's history and a program of expansion, to cost $150,000, has started at the cannery. The company's officers are: Gilbert C. Van Camp Sr., president; Roy P. Harper, vice president; Montgomery Phister, secretary-treasurer; Bates Harper, general manager, San Diego plant; W. J. Grinnan, vice president and sales manager.

Menhaden:

Who's Menhaden, you ask? He's a marine clupeoid fish (Brevoortia tyrannus) used for bait or converted into oil or fertilizer. He was given his name by the Algonquin Indians. San Diego and Tacoma interests have been granted a permit to erect a $200,000 menhaden reduction plant at Moss Point, Miss., said permit coming from the Mississippi Seafood Commission. Two similar plants already are there, converting the non-edible fish into stock feed, oil and other products. Cecil Drake, of San Diego, president of the enterprise, said original plans to build a tuna cannery on the Gulf Coast are being held up until completion of the menhaden plant, operations of which will begin in June. Two San Diego families, those of Joe Charlton, general manager, and T. E. Leitner, bookkeeper, who for the last 3 years was boat bookkeeper for the High Seas Tuna Packing Co., are moving permanently to Moss Point. The

(*Continued on next page*)

Milady

By DOROTHY HARVEY

THERE appears to be no end to the mechanization of the fishing industry. Latest indication of this here is a plan to pump sardine herring right out of the sea. Centrifugal pumps, through which small fish can pass without damage, are not new. But now the pumps are going to sea. Several sardine carriers are fitting out with pumps here this spring. The pumps will be used to load the herring into carriers, either from weirs or purse seiners.

This means an end to a back-breaking, dangerous job that long has been the bane of fishermen and carrier crewmen. Balancing in a dory while taking in the slack of a big purse seine full of fish is nobody's idea of fun. Roy Wallace, of Rockland, Maine, who is installing the pumps, says that they will take about 10 percent fish and 90 percent water into the carriers. That raises the question: Why doesn't all that water sink the carrier?

It would, if the water was not returned to the ocean. The fish pour out of the pump onto a grid of wooden slats. The water passes through the slats and a porous bag before draining overboard. In the turbulance of the pumping, the fish lose most of their scales. The scales, used in the pearl essence industry, are valuable, so the bag catches the precious scales along with other gurry.

•

Rings in most kind of trees show their age. If an oak or maple is sawed, a number of "growth rings" are laid bare. If 50 rings are found, 50 years is the age of the tree. Some trees have been found to be 3000 years or more old at the time of cutting. The same story can be read in the scales of fish. In many families, but not all, of fish, the members have scales which show growth rings. These rings are quite accurate in determining the age of the fish. A strong microscope is required when the scales of fish are studied. The rings are so small that they can be counted only under high magnification. Even then it is difficult and the easiest way, if there is such a thing as an easy way, is to take a micro-photograph and count them on it. But there's more to it than just that. For instance, 100 rings might be counted on the scale of a bass but this would not mean that the bass was 100 years old. There are several rings, sometimes 20 or more, for each year in the life of a fish. And another difficulty is that the number of rings might change from year to year. On a magnified photograph of the scale of a trout, it was found that 10 rings were formed in the first year of the trout's life. In the second year there were 11 rings. Another photograph, of the scale of a striped bass, showed 20 rings formed the first year and 34 the second.

These discrepancies make it seem as if it would be pretty hopeless to determine the age of a fish from the rings of its scales but there are experts who can do that quite easily. They know the average for dozens of varieties of fish scales. The facts have been gathered slowly through the years. Fish have been marked and then set free in a tank. Picked up again a few months or a year later, the rings on the scales have been counted again. In that way, knowledge has been obtained about how many rings have been added to the scales of fish in a definite period.

•

The Pacific Oceanic Fishery Investigations ship, *Hugh M. Smith*, left Honolulu on April 3 for a cruise to investigate under what ocean conditions tunas may be found. D. T. Shepard, Acting Director, tells me that the voyage will require most of April. This initial work will be done on tuna grounds in the vicinity of the Hawaiian Islands so that the methods may be developed prior to departure for more distant localities.

The equipment to be used in the study consists of tuna long line gear, similar to that which is used in the local fishery, but which is so arranged that the hooks may be fished at predetermined depths.

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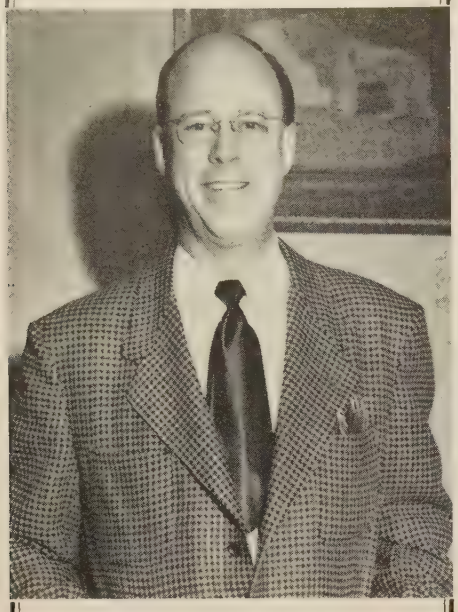

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EBB'N FLOW

(*Continued from preceding page*)

family of Joseph S. Martinac, of Tacoma, secretary-treasurer, also will move there. The plant, primarily an automatic operation, will employ 25 workers, said Drake. A group of vessels already based at the point, are catching the abundant fish.

Tuna in Lemon:

The first major change in the packing process of tuna in 25 years is announced by officials of the San Diego Packing Co., who stated they are developing the use of lemon oil in canning the succulent denizens of the deep. Hercules Dakis, Baja California Fisheries Association inspector, who originated the process, claims it will eliminate the use of soybean or cottonseed oil in tuna canning. Tuna packed in lemon oil, avers Dakis, can be used as it comes, without the waste of any liquid. Now, he pointed out, housewives must pour the other oils from the can before removing the tuna.

INTERNATIONAL MIXUP

Boat Held, Freed:

The San Diego tuna clipper *Santa Barbara* was detained by the Ecuador Ministry of National Defense at Seymour Island in the Galapagos Islands group under Ecuadorian rule. Janous Marks, fleet captain of Westgate-Sun Harbor Co., for which the *Santa Barbara* operates, says the detention was ordered by the commandant of that island in a misunderstanding over fishing regulations. The Van Camp clipper *White Star* had the same trouble earlier, being released after a brief period. Marks said the dispute rested on interpretations of whether fishing permits issued through the office of Dr. Bolivar Oquendo, Ecuadorian consul at San Diego, are good for 45 or 90 days under present Ecuador law. Oquendo sent a wire to the minister of national defense asking him to instruct the Seymour Island commandant to release the *Santa Barbara* and this was done. Forced to cut short her trip due to near expiration of her insurance, the clipper came to her home port with 50 tons less than her capacity load. The Seymour commandant was informed that the 90-day limit was effective under a November, 1948, amendment to Ecuadorian fishing regulations. But the State Department at Washington, fearing a possible repetition of the incidents, meanwhile was attempting to nail down an agreement with Ecuador to prevent this. Dr. Wilbert M. Chapman, special State Department representative for fisheries, had charge of the move to clear up the dispute.

BAIT GROUNDS OPENED

Panama Relaxes:

M. O. Medina, president of the American Tunaboat Association, reported in San Diego that there has been some improvement in Panama live bait regulations affecting tuna clippers. Medina and Lester Balinger went to Panama, where they protested restrictions which have hampered operations in Central American waters. Balinger is secretary of the A.F.L. Fishermen's Union. They were accompanied by Harold Carey, general manager of the Tunaboat Association, who, after the Panama trip, conferred in Washington with Wilbert Chapman before returning to San Diego. The new regulation provides bait may be taken from April 15 to Dec. 31, a period of 8½ months. This is 2 months longer than previously established periods, which were between Jan. 15 and April 15 and between June 15 and Sept. 30. Industry spokesmen pointed out closing of the bait grounds during the early months is a great handicap to tuna clippers, which begin leaving for fishing grounds in large numbers immediately after the Christmas-New Year holidays. "We would prefer to have the grounds open from Feb. 15 to Nov. 1," Medina said, and it was indicated attempts would continue to have the Panamanian government establish an earlier

(*Continued on page 21*)

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DURING APRIL

On the Tuna Clippers: (?)

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WESTGATE-SUN HARBOR COMPANY

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San Diego 13

TUNA CAPITOL 'O THE WORLD

1ST NATIONAL

(*Continued from page 12*)

WHEN he had it perfected, he called in Hovden and Booth, asked for a trial boat, and the result is history. Like very nearly every other innovation, of course, he had tough time "selling" his theory. But, when the last of Monterey Doubting Thomases were convinced, the fur, so to speak, began to fly, and the craze for boats large enough to handle the nets spread up and down the coast. The Southern California commercial fishing industry, almost overnight, emerged from the baby class; shipyards began to expand, ship chandleries sprung up, naval architects flocked to the call with new ideas for more suitable vessels for long-range work, and successful fisherman, returning from the first of the long-range trips, were looked upon as 100 per cent investments. True, the purse seine did not take San Diego by storm. But the idea exploded the possibilities of ranging the ocean and bringing in huge catches, instead of the dribbles characteristic of former operations, and to answer this the shipyards began disgorging boats of ever-increasing size.

Naturally, the banks caught hell. But, to their credit, they supported the new movement, and First National, among such sterling San Diego institutions even as Bank of America, San Diego Trust and Savings bank, Security Trust and Savings bank, and U. S. National bank, had established an enviable record of industry support by 1920.

In fact, the year 1917 marked financial progress that First National was able to absorb the old American National bank, and to occupy its present marble and mahogany headquarters on the corners of Fifth and Broadway Streets. That year also marked the advent of John D. Spreckels as the bank's principal stockholder and Chairman of the Board of Directors, a position he held until his death in 1926. The years between 1917 and 1926 saw some great strides in the bank's progress, mainly in the matter of stabilization of ground gained. One of these mileposts involved the retirement in 1920 of the late D. F. Garrettson as president of the institution and appointment of F. J. Belcher, Jr., to the post.

Belcher was a leader. He not only gained the support of businessmen but also enjoyed the complete confidence of the bank's Board of Directors, and, as the result, the institution rapidly forged ahead from there on in. As an example, in September, 1927, First National consolidated with the First Trust and Savings Bank, which accounts for the name of the present organization, i. e., First National Trust and Savings Bank of San Diego. Then came the first of the bank's branches, which has led to nine in all, up to the present day. Among the first of these were the branches at 30th and University and Fairmont and University, San Diego; La Jolla, Coronado, and LaMesa, and one of the last was established at El Cajon.

FOLLOWING Belcher and George H. Schmidt as Presidents, came today's President, Anderson Borthwick, one of the most widely-known and respected figures in American banking circles. Borthwick took over the helm in 1950, in January, after having served the bank in various capacities since 1915. He succeeded Schmidt, who died late in 1949. An example of the bank's progress, since those early days, may be seen in the fact that, in 1945, deposits reached the $100,000,000 mark, and they are still climbing. This factor would seem to indicate, therefore, that the groundwork laid by the institution's early fathers has paid off, just as it has paid many fishermen to deal with the bank.

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EBB'N FLOW

(*Continued from page 18*)

opening date. Balinger became ill on the trip south and underwent an operation in Gorgas Hospital, Balboa, C.Z.

EVENTS AT SEA

News Broadcast:

The tuna clipper *Invader* left San Diego Jan. 20. Her crew consisted of 12 men and a dog. The tuna clipper *Invader* came back to San Diego a few months later. Her crew consisted of 12 men and six dogs. "When our mongrel mascot, Daisy, was brought aboard by George Stassis, a member of the crew, things seemed normal," said Capt. Louis Vattuone. "Only Daisy knew that she was expecting. The five puppies arrived as we were off the Gulf of Tehuantepec en route to the Galapagos." The news was broadcast by Vattuone over his shop's radio. The *Invader* had a different experience with Daisy's predecessor. On a prior trip, that dog jumped ship at Corinto, Nicaragua, while the *Invader* was fueling.

INTERNATIONAL INCIDENT

Boat Seizures:

The U. S. Government either must stand firm in its boiling controversy with Mexico over a Mexican gunboat's confiscation of five American shrimp trawlers or lay the Southern California tuna fishing industry open to the threat of an outbreak of new license-fee demands by Central and South American countries as far south as Chile.

This was the opinion of Dr. Wilbert M. Chapman, special State Department assistant for fisheries who is directing the U. S. protest against the seizure in the Gulf of Mexico.

Unless Mexico takes a "more reasonable attitude," Chapman warned, this government might have to conduct an economic cold war to force a showdown in the argument over territorial rights in the Gulf of Mexico and the Pacific.

While the seizure occurred in the gulf, Chapman said it has developed into a "test case" whose outcome may determine whether Mexico, Central and South American nations will slap license fees on San Diego and San Pedro vessels operating "anywhere within 200 miles of their coasts."

The United States recognizes territorial waters only 3 miles beyond the shore. While Mexico and the other southern republics have claimed at least a 9-mile territorial control, so far they have not pressed for licensing of Amer-

(*Continued on page 24*)

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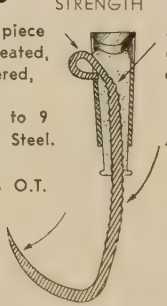

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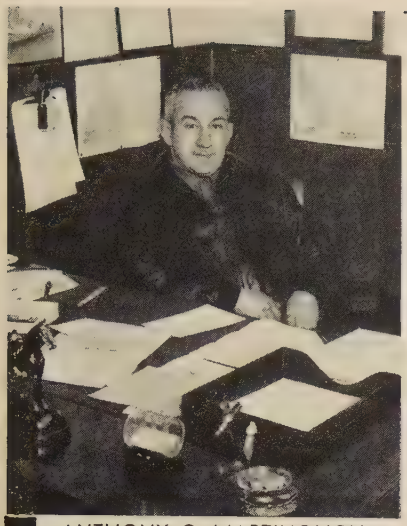

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EBB'N FLOW

(*Continued from page 21*)

ican fishing boats staying outside the 3-mile limit.

New Mark Possible:

San Pedro's tuna haul is expected to be larger this season than last. Despite rough weather in Mexican waters, the purse seiner fleet has landed hundreds more tons of tuna so far this year than in a like period of 1949. Twenty-one seiners already had put in with their first hauls of 1950 by April 4 and 13 had departed on their second trips by that date. Rough seas had forced some seiners to remain at anchor for as long as a week but fishermen reported plenty of tuna when the weather was calm enough for fishing.

Mackerel Scarce:

California commercial fishermen landed the poorest mackerel catch since 1933 during the 1948-49 season. The California Division of Fish and Game reports 36,500,000 pounds taken. Scoop boats accounted for 27,500,000 pounds and seine boats got the rest. The Division says the small catch was due partly to the tieups of the seine fleet during the best fishing months. Fishermen use a long-handled dip net, with a deep mesh bag, in scoop fishing, luring the fish around boats with chum before scooping them in.

First Big Catches:

First 1950 major catches of tuna off the coast of Mexico were made by three purse seiners which came into San Pedro with full loads of yellowfin. They were the *California*, the *Defense* and the *Ronne-M*. Tuna have appeared off Baja California and in the Gulf of California for the first time in several years.

Sockeye Plentiful:

Record 1950 production for British Columbia's $60,000,000 fishing industry is expected but the problem of finding markets for the increased output promises to be a tough one. A sharp upswing was expected in Fraser River sockeye salmon as this is the first full cycle year run since the fish ladders were installed at Hell's Gate. British Columbia accounts for almost half of the Canadian fisheries products, which run well above the $100,000,000 mark. In 1949, salmon accounted for $36,000,000, herring for about $12,000,000, and halibut for about $6,000,000.

Sub Sighted:

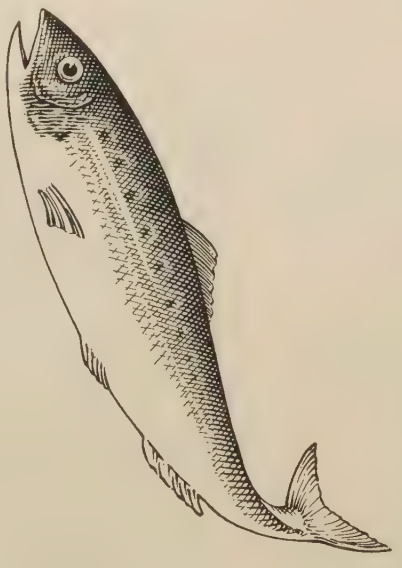
Charles F. Drury, of Astoria, Ore., sighted a mystery sub off Crescent City recently. He reported to the Coast Guard that the unidentified pigboat was surfaced at the time. It flew no flag and he assumed it was an American sub until he brought the tuna vessel *Kiska* into port at Astoria and then learned of reports of foreign subs off California.

New Customs Pier:

Fishing craft now are being inspected at the new customs pier at Ft. Rosecrans in San Diego. Most of the personnel from the boarding dock, opposite the San Diego Civic Center, have been moved to the new location and De Graff Austin, collector of customs, said the boarding dock now will be used only for issuing clearance papers.

Tax Evasion Charged:

Joseph F. Sears surrendered in San Diego to Deputy U. S. Marshal Tom Keefe on charge of income tax evasion when he was a fisherman out of Gloucester, Mass., between Jan. 1, 1944, and March 15, 1945. Sears, a San Diego tunaboat fisherman the past year, was informed by Keefe that a warrant of arrest had been received from Boston. Sears was a partner in an East Coast fishing boat during the period he as-



sertedly filed "false and fraudulent returns." He also is accused of conspiring with 10 others to evade income taxes. At his arraignment before U. S. Commissioner George Baird, Sears asked for a preliminary hearing, which is scheduled for June 1.

Migration Studied:

Albert Day, head of the U. S. Fish and Wildlife Service, has assured industry leaders that research to aid the industry will be expanded. He announced his department is seeking to learn the migration habits of tuna and gather other data to insure continued supplies of this greatest of food fish. Day stated the Fish and Wildlife Service also is trying to develop new fishing grounds in the South Pacific, in waters off Hawaii and in other parts of the Pacific.

Ambrose Elected:

Wade Ambrose, president of Westgate Sea Products Co., has been elected president of the San Diego Rotary Club. He succeeds De Graff Austin, collector of customs at San Diego.

ROCKS AND SHOALS

Ghost Ship?

An Associated Press dispatch of March 17, dated San Diego, said: "The seven-man crew of the San Pedro tuna clipper *Newcomer* was rescued when she burned and sank a mile south of Cedros Island (Mexico), 300 miles south of San Diego yesterday. The Coast Guard reported the yacht *Lady* picked up the crew members and transferred them to a Coast Guard PBM rescue plane which brought them here uninjured. George Kell, of Long Beach, was skipper of the *Newcomer*." But the *Newcomer*, although burned and damaged seriously, did not sink. After she was abandoned, other vessels nearby put out the fire and kept her afloat until arrival of the San Diego tug *Laguna*. The *Laguna* came up the coast with a double tow. She was towing not only the *Newcomer* but the 70-foot purse seiner *Sea Breeze* as well. The latter had broken down in the Gulf of California, 700 miles south of San Diego. Both vessels were taken to San Pedro for repair.

Collision:

The 90-foot tunaboat *Morning Star*, damaged in collision with the 128-foot converted Navy "YP" type ship *Corsair*, at Socorro Island, 900 miles southwest of San Diego, was coming back to San Diego under her own power, with no injuries reported. Janous Marks, Westgate-Sun Harbor Co. fleet captain, for whose firm the *Morning Star* operates, said the vessel will continue to be used for fishing.

Theft:

Hunt for the twin-masted 50-foot fishing boat *Solana*, stolen from her moorings at the foot of Fenelon St., in San Diego, was extended down the coast of Mexico and into Central America. Coast Guard fliers on training flights were ordered to scout for the vessel to the south and southwest and Mexican fishermen and soldiers combed secluded Baja California inlets and harbors. Michael Carnohan is skipper of the vessel, owned by his father, Ray Carnohan.

Sea Going Hit-Run:

Skipper Marion B. Grande, of the San Pedro 67-foot fishing boat *Brittania* encountered a new twist in hit-run driving. His Mexico-bound craft limped back into San Pedro after it was rammed by an unidentified tugboat. Grande said the tugboat continued on its course after the collision.

PRESS-O-GRAMS

(*Continued from page 7*)

says big things are in store for boat owners in the near future at his yard. Wonder what's up? . . . San Diego Harbor Commission has adopted the five blast whistle signal for fire on board vessels at a dock or not underway. . . . Wonder if the local club which showed Olson and Johnson's "Crazy House" were billed by the projectionists? Chief projectionist, Joe Madruga, working projectionist, Joaquin Qualin, assistants, Eddie Madruga and Frank Perry. (After all boys, it was only a little 16 mm projector.)

The 90 foot tunaboat, *Morning Star*, skippered by Angelo Zolezzi, was damaged in a collision with Joe Louis's *Steven L.* She is now having her rudder replaced and the damage repaired. . . . Bob Alcott of the *Renown* stayed in port just long enough to move his family into their new home in College Park. . . . Johnny Rippo, former skipper of the ill-fated *Conqueror*, is now at sea aboard his new command, the converted *Southern Queen*. . . . Note to the Chamber of Commerce: Doug Mundy, who brought his family to San Diego a short time ago from the east coast, and became waterfront salesman for Coast Equipment Company, became so homesick that he liquidated his assets and hopped a plane for hometown New Jersey.

Frank and Vera Jarvis have installed new tanks and an Allen automatic pilot on their *Vera J* for the coming albacore season. . . . Charlie White had his *Kitty Lee* in Kettenburg's for a complete paint job. . . . Jack Dowdle of Swift Air Service is now back on the job giving personalized service. . . . Hear tell water sports are becoming quite the thing in the Guaymas area; even water skiing.

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50′ jig boat, fully equipped, needs paint job. Priced right for quick sale. Write Box 137, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

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Want good albacore boat for next season. Able to pay right price for good boat. Write Box 136, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

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Want Bausch & Lomb binoculars, used. Box 136, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

Fairbanks Morse 5x10 H.P. Diesel Engines. James Cowan, 2405 E. Harbor Drive, San Diego, Calif.

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"FERDINAND"

(Continued from page 13)

look over the engine, he said he specifically checked this feature because he had learned through bitter experience the exasperation and misery of scraped hands suffered in working through too small openings.

THE engine is started by air. A vane-type air motor is connected to the flywheel ring gear through a Bendix-type drive. Air is supplied from a 250 PSI receiver, which is charged by a 3 h.p. Gardner-Denver electric motor-driven compressor. The *Ferdinand* has a "skin"-type engine cooling system. Engine jacket water is pumped through water lines which are a part of the sides of the hull. This jacket water is also circulated through the water-cooled exhaust manifold. The engine and marine gear oil is cooled by circulaitng water through an oil cooler. This water is cooled by a separate skin cooling arrangement. An auxiliary water pump, driven by the D397, circulates the water used in the oil cooling system.

The engine base serves as an oil reservoir. A horizontal metal partition extends the length of the base, dividing it into two compartments. The lower compartment contains the oil supply, and the partition or shield protects the oil at all times from the effects of engine heat and gasses. This feature, plus filtering and cooling of the oil before it returns to the working parts of the engine, gives in effect a "dry sump" system with all its many advantages.

The oil pumps mount on the shield in the sump and are driven from the front crankshaft gear through an idler. Oil is picked up by the main pump through the lowest suction bell and circulated through the three-unit metallic strainers mounted on the front of the engine. The external oil filter tank contains 24 filter elements and is equipped with a by-pass valve that limits the pressure on the filters to prevent the possibility of any foreign matter being forced through the elements. Two scavenger pumps are mounted directly behind the standard pumps, to transfer the oil that collects in wells at the front and rear of the shield to the lower compartment.

All major parts of the fuel system, with the exception of a priming pump, are located in the "V" between the cylinders. The filter uses 17 standard "Caterpillar" filter elements and has internal baffling to protect the elements from the turbulence created by the fuel as it enters the housing.

This D397 marine installation uses an air intake silencer connected directly to the intake of the blower. A two-cable control system is used for actuating reverse gears and the governor control lever. A Vickers hydraulic pump

for hydraulic steering controls and the pilothouse hydraulic lift is driven from the front power take-off.

ALREADY in service on the inland waterways, the *Ferdinand* passed through Peoria, Illinois, on February 15 with a 4500-ton tow consisting of three oil barges totaling 585 feet in length. Her skipper, Captain Franklin H. Coats, displayed a broad smile as he said:

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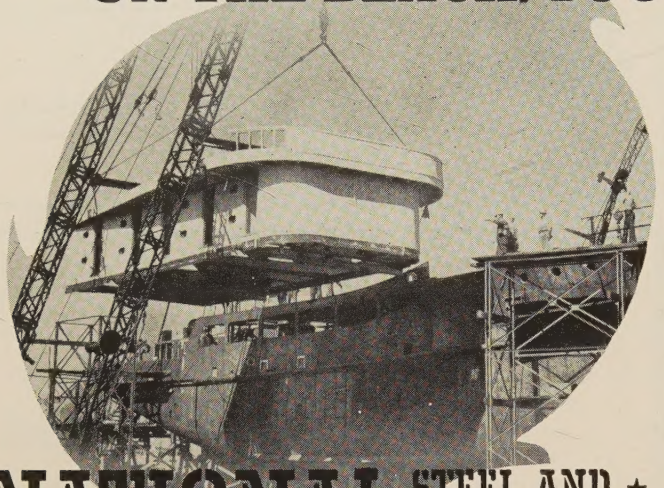

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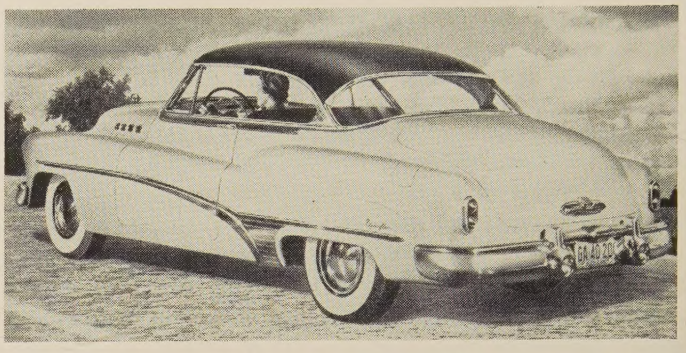

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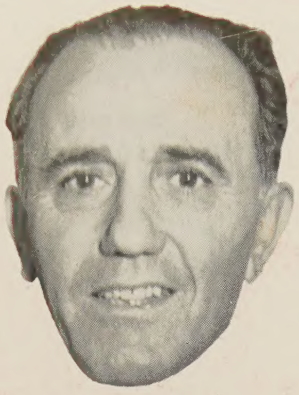

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